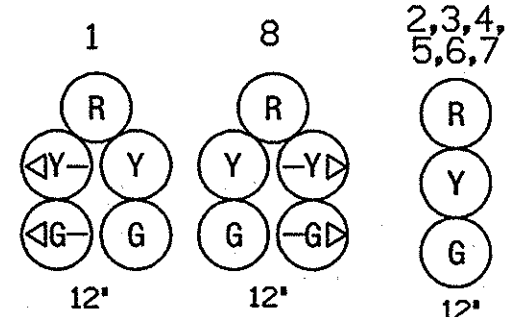
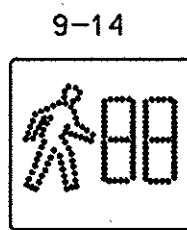


MD 588 (KENWOOD AVE.) IS ASSUMED TO RUN IN A NORTH / SOUTH DIRECTION.

EXISTING SIGNALS



PROPOSED LED SIGNAL HEADS



EXISTING SIGNS

18,19

Kenwood AVE

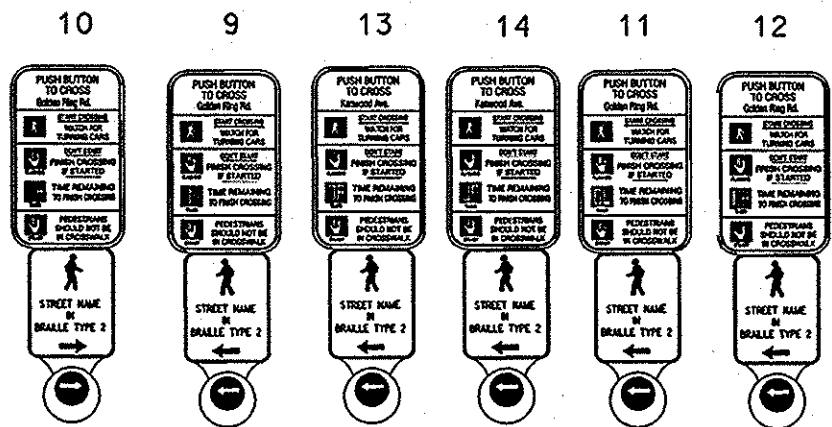
D3-2

var. x 16"

17

NO  
TURN  
ON  
RED

PROPOSED SIGNS



PUSHBUTTON SIGN NUMBERS INDICATE THE ASSOCIATED PEDESTRIAN SIGNAL HEAD NUMBER

RITE AID

PARKING LOT

PARKING LOT

PARKING LOT

MD. 588 (KENWOOD AVE.)

+50

54

+50

53

RIGHT OF WAY

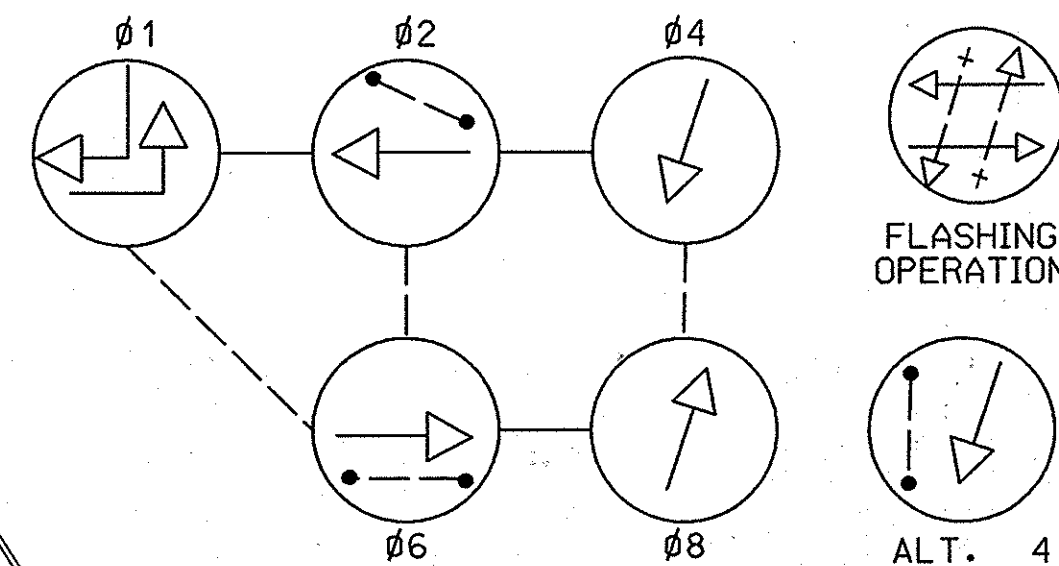
PARKING LOT

SHELL GAS STATION

CORRY RIGHT OF WAY  
GOLDEN RING RD.  
RIGHT OF WAY

CORKLEY RD.  
RIGHT OF WAY

NEMA PHASING



PHASING NOTES:  
1.) PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY  
2.) PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

FOR ADA RAMP DETAILS,  
SEE CONTRACT DRAWING DE-2  
SHA CONTRACT BA5075177

GENERAL NOTES

1. ALL UNDERGROUND UTILITIES SHOWN ON PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING "MISS UTILITY" PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE PROPOSED TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
2. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTION. TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL PROPOSED SIGNAL EQUIPMENT.
3. PUSHBUTTONS ARE TO BE INSTALLED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEEL CHAIR FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
4. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF "MD-MUTCD" SECTION 4E.09 AND FIG. 4E.2 AND THE "ANCHOR PUBLICATION" "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR SHALL STOP WORK ON PUSHBUTTON LOCATION UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
5. PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF THE SIDEWALK, AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF THE DETECTABLE WARNING SURFACE.
6. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING THE UNUSED CABLES FROM THE EXISTING HANDHOLES AND CONDUIT UTILIZED FOR REVISION 'B'.

CONSTRUCTION DETAILS

- A. USE EXISTING HANDHOLE.
- B. USE EXISTING CONDUIT.
- C. EXISTING SERVICE TO BE MAINTAINED.
- D. INSTALL 3" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.
- E. EXISTING CAMERA DETECTION ZONE.
- F. EXISTING LOOP DETECTOR.
- G. REMOVE EXISTING R10-12 SIGN FROM EXISTING MAST ARM.
- H. USE EXISTING SIGNAL STRUCTURE. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND PUSHBUTTONS AND SIGNS. PLUG THE PUSHBUTTON OPENINGS IN THE POLE. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEAD AND WIRE WITH EXISTING CABLES. USE EXISTING CONTROLLER AND CABINET. MODIFIED FOR REVISION "B".
- J. INSTALL 10' PEDESTAL POLE WITH BREAKAWAY BASE (CUT TO 6') WITH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE PEDESTRIAN PUSHBUTTON AND SIGNS. (NOTE: 1-3" 90° PVC BEND).
- K. USE EXISTING PEDESTAL POLE, REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND PUSHBUTTON EQUIPMENT. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEAD AND AUDIBLE PUSHBUTTON WITH SIGNS, AND WIRE WITH EXISTING CABLES.
- L. INSTALL 10' PEDESTAL POLE WITH BREAKAWAY BASE WITH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE PEDESTRIAN PUSHBUTTON AND SIGNS. (NOTE: 1-3" 90° PVC BEND)
- M. INSTALL 4" SCHEDULE 80 RIGID PVC CONDUIT- BORED.
- N. INSTALL ELECTRICAL HANDHOLE.
- O. REMOVE EXISTING PEDESTAL POLE AND ALL ATTACHED EQUIPMENT. REMOVE THE FOUNDATION 12" BELOW GRADE, BACK FILL AND CAP AND ABANDON THE EXISTING CONDUIT.

GEOMETRIC LEGEND

EXISTING  
PROPOSED

UTILITY LEGEND

SD - STORM DRAIN  
G - GAS MAIN  
W - WATER MAIN  
S - SEWER MAIN  
E - ELECTRIC CABLES  
A - AERIAL CABLES  
T - TELEPHONE CABLES  
F - FIBER-OPTIC

CENTURY  
ENGINEERING  
CONSULTING ENGINEERS - PLANNERS  
1070 GILROY ROAD  
HUNT VALLEY, MD 21031

REVISION "B" 23144.07

THURSDAY, JUNE 14, 2007 AT 02:49 PM

REVISIONS	
06/13/07	ADDING APS AND COUNT DOWN PEDESTRIAN SIGNALS
06/13/07	SHAW BA5075177 TMSA H 165
06/13/07	A RECONSTRUCT SIGNAL TO SINGLE MAST ARM W/ LOOPS
06/13/07	SHAW BA5075177 TMSA H 165
06/13/07	DCD SR DAZ SWP ETP TH

APPROVALS	
ORIGINALS	ON
ASST. DISTRICT ENGINEER TRAFFIC	
FILE	
CHIEF, TRAFFIC ENGINEERING DIVISION	
DIRECTOR, OFFICE OF TRAFFIC AND SAFETY	

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION  
MD 588 (KENWOOD AVE) AT  
GOLDEN RING RD /KENWOOD AVE.

TRAFFIC SIGNAL PLAN

SCALE 1"= 20' DATE 1956 CONTRACT NO. B-704-X-415

DESIGNED BY DCD COUNTY BALTIMORE  
DRAWN BY D. MILLER LOGMILE 03058801.94  
CHECKED BY S. RENZI T.I.M.S. NO. H 165  
F.A.P. NO. TOD NO.

DRAWING NO. 1965 B TS- 1 OF 4 SHEET NO. 18 OF 30